

Message Text

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ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00
DODE-00 DOTE-00 INR-10 NSAE-00 FAA-00 L-03 INRE-00
SS-15 SSO-00 NSCE-00 STR-07 AF-10 ARA-10 EA-10
NEA-11 STRE-00 PA-01 ICAE-00 /100 W
-----079141 151756Z /72

O R 151725Z JUN 78
FM AMEMBASSY LONDON
TO SECSTATE WASHDC IMMEDIATE 7187
INFO AMEMBASSY BONN
AMEMBASSY PARIS
AMEMBASSY COPENHAGEN
AMEMBASSY THE HAGUE
AMEMBASSY STOCKHOLM
AMEMBASSY OSLO

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E. O. 11652: N/A
TAGS: EAIR, US, UK
SUBJECT: CIVAIR: DUAL DESIGNATION CONSULTATIONS

REF: LONDON 9353

1. SUMMARY. PERMANENT SECRETARY OF U.K. DEPARTMENT OF TRADE PUTS U.S. ON NOTICE THAT IT CANNOT EXPECT TO CHANGE BERMUDA 2 BIT BY BIT UNTIL THE AGREEMENT IS FULLY IN ACCORD WITH U.S. DESIRES. HE ALSO EXPRESSES SOME PESSIMISM ABOUT THE CONSULTATIONS BEGINNING JUNE 21 ON THE GROUNDS THERE ARE NO NEW OPPORTUNITIES THE BRITISH WANT FROM THE U.S. HIS SUGGESTION OF A PHILOSOPHICAL DISCUSSION OF INTERNATIONAL AVIATION AT SOME LATER TIME MAY HAVE BEEN WINDOW-DRESSING, BUT THE EVIDENCE OF GRADUAL BRITISH ACCEPTANCE OF THE IDEAS BEHIND U.S. POLICY
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IN THIS AREA CONTINUES TO ACCUMULATE. BRITISH CALEDONIAN UNDERCUTS THE PERMSEC BY APPLYING FOR AUTHORITY TO SERVE SEVEN U.S. CITIES NOT PRESENTLY NAMED AS GATEWAYS IN BERMUDA 2. END SUMMARY.

2. SIR LEO PLIATZKY, PERMANENT SECRETARY OF THE

DEPARTMENT OF TRADE, SUMMONED ECONOMIC MINISTER
JUNE 14 TO DISCUSS UPCOMING CIVIL AVIATION CON-
SULTATIONS. PLIATZKY WAS ACCOMPANIED BY JOHN
STEELE, DEPUTY SECRETARY, AND ECONMIN BY CIVAIR
ATTACHE.

3. PLIATZKY BEGAN BY SAYING HE WAS CONCERNED AT
THE DRIFT OF U.S.-BRITISH CIVIL AVIATION RELATIONS
IN RECENT MONTHS. BERMUDA 2 HAD BEEN REACHED AFTER
CONSIDERABLE TRAVAIL, BUT SUBSEQUENTLY U.S. INTERESTS
SEEMED REPEATEDLY TO BE SEEKING TO PRESSURE NEW
CHANGES FROM THE U.K. TODAY IT WAS A REQUEST FOR
AN ADDITIONAL DUAL DESIGNATION POINT; WHAT WOULD
IT BE TOMORROW? COULD THE U.S. PROVIDE SOME AS-
SURANCE THAT ONCE THE DUAL DESIGNATION ISSUE WAS
DEALT WITH THERE WOULD BE A RESPITE OF AT LEAST
SOME MONTHS BEFORE NEW CHANGES WERE DEMANDED OR
REQUESTED?

4. PLIATZKY NOTED THAT HE AND BRITISH AMBASSADOR
JAY WERE IN GENERAL AGREEMENT THAT IT MIGHT BE
USEFUL, IF THE U.S. SO DESIRED, TO HAVE A GENERAL
PHILOSOPHICAL DISCUSSION OF THE KIND OF INTERNATIONAL
AIR TRANSPORT REGIME THAT IS MOST DESIRABLE. BUT THIS
COULD NOT TAKE PLACE UNDER DURESS, THREATS TO DENOUNCE
BERMUDA 2, OR DEADLINES.
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5. ECONMIN POINTED OUT THAT U.S. HAS ACTED IN FULL
ACCORD WITH BERMUDA 2 IN SUGGESTING AN ADDITIONAL DUAL
DESIGNATION POINT, A MOVE SPECIFICALLY ENVISAGED BY
THE BILATERAL THOUGH SUBJECT TO THE OTHER PARTY'S
AGREEMENT. PLIATZKY EXPRESSED SOME MOLLIFICATION.

6. WITH SPECIFIC REFERENCE TO THE DUAL DESIGNATION
ISSUE, PLIATZKY NOTED THAT PRIME MINISTER CALLAGHAN'S
RESPONSE TO THE PRESIDENT'S LETTER HAD BEEN DELAYED
BECAUSE THE U.K. HAD RESISTED ITS INITIAL IMPULSE
TO REPLY WITH A FLAT "NO" AND HAD TRIED TO COME UP
WITH A REASONABLE TRADEOFF. THE DIFFICULTY IS THAT
THERE IS LITTLE THAT EITHER THE U.K. GOVERNMENT
OR ANY U.K. AIRLINE WANTS IN THE CONTEXT OF THE
U.S. WISH TO "TRADE OPPORTUNITIES". SUBSEQUENTLY
THE U.K. HAD GOTTEN THE IMPRESSION THAT THE U.S.
IS NOT READY TO CONSIDER THE PM'S PROPOSALS. IF
THE CONSULTATIONS WILL NOT CONSIDER THOSE PROPOSALS,
WHAT WILL THEY CONSIDER?

7. ECONMIN DENIED ANY U.S. INTENTION TO REJECT THE

U.K. IDEAS OUT OF HAND, BUT COMMENTED THAT AS THEY
STAND THEY WOULD BE VERY DIFFICULT FOR THE U.S. TO
ACCEPT. PLIATZKY, AFTER NOTING THAT THE PHRASEOLOGY
IN THE PM'S LETTER REGARDING TRANSFER TO GATWICK

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HAD DELIBERATELY BEEN VAGUE ON THE EXTENT OF THE
TRANSFER TO ALLOW SOME NEGOTIATING ROOM, SUGGESTED
THAT FURTHER DISCUSSION BE LEFT TO THE CONSULTATIONS.

8. STEELE EXPRESSED THE HOPE THERE WOULD BE PLENTIFUL
OPPORTUNITY FOR SIDE DISCUSSIONS WITH USDEL CHAIRMAN
ATWOOD DURING THE COURSE OF THE CONSULTATIONS.

9. COMMENT: PLIATZKY'S MAIN PURPOSE APPEARED TO BE
TO PUT THE U.S. ON NOTICE THAT IT CANNOT EXPECT TO
CHANGE BERMUDA 2 PIECEMEAL AT A FAIRLY RAPID RATE
UNTIL THE AGREEMENT IS FULLY IN ACCORD WITH U.S.
DESIRES. EFFORTS TO ACHIEVE SUCH A RESULT BY PRESSURE,
HE INDICATED, WOULD ONLY AROUSE BRITISH RESENTMENT.

IT WAS NOT CLEAR HOW SERIOUSLY PLIATZKY WANTED THE IDEA
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OF A PHILOSOPHICAL DISCUSSION TO BE TAKEN, BUT THE
BRITISH DO SEEM TO BE GRADUALLY ACCEPTING MANY OF
THE IDEAS ON WHICH U.S. POLICY IS BASED. (SEE PARA 5
REFTEL. PUBLIC ANNOUNCEMENT OF BRITISH AIRWAYS'
INTENTIONS TO INTRODUCE SUPER-APEX FARES TO SCANDINAVIA
EFFECTIVE OCTOBER 1 AND THE U.S. NEXT SPRING, AS WELL
AS CHEAP DOMESTIC WEEKEND STANDBY FARES BEGINNING IN
OCTOBER, APPEARED JUNE 15 IN PRESS REPORTS WHICH ARE
BEING SUBMITTED BY AIRGRAM. THE FINANCIAL TIMES
ADDED A FAVORABLE EDITORIAL.) END COMMENT

10. PLIATZKY'S STATEMENT THAT BRITISH INTERESTS HAVE
NOTHING THEY WANT FROM THE UNITED STATES IN THE WAY
OF MORE OPPORTUNITIES WAS UNDERCUT THE SAME DAY BY
BRITISH CALEDONIAN, WHICH APPLIED TO THE U.K. CIVIL
AVIATION AUTHORITY FOR AUTHORITY FOR DIRECT SERVICE
BETWEEN GATWICK AND PITTSBURGH, CLEVELAND, ST. LOUIS,
KANSAS CITY, MINNEAPOLIS/ST. PAUL, DENVER, AND NEW
ORLEANS. IN COMMENTS TO THE PRESS BCAL CHAIRMAN
ADAM THOMPSON SPECIFICALLY PLACED THAT APPLICATION
IN THE CONTEXT OF THE PRESIDENT'S OFFER OF "NEW
COMPETITIVE OPPORTUNITIES" FOR THE U.K.

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